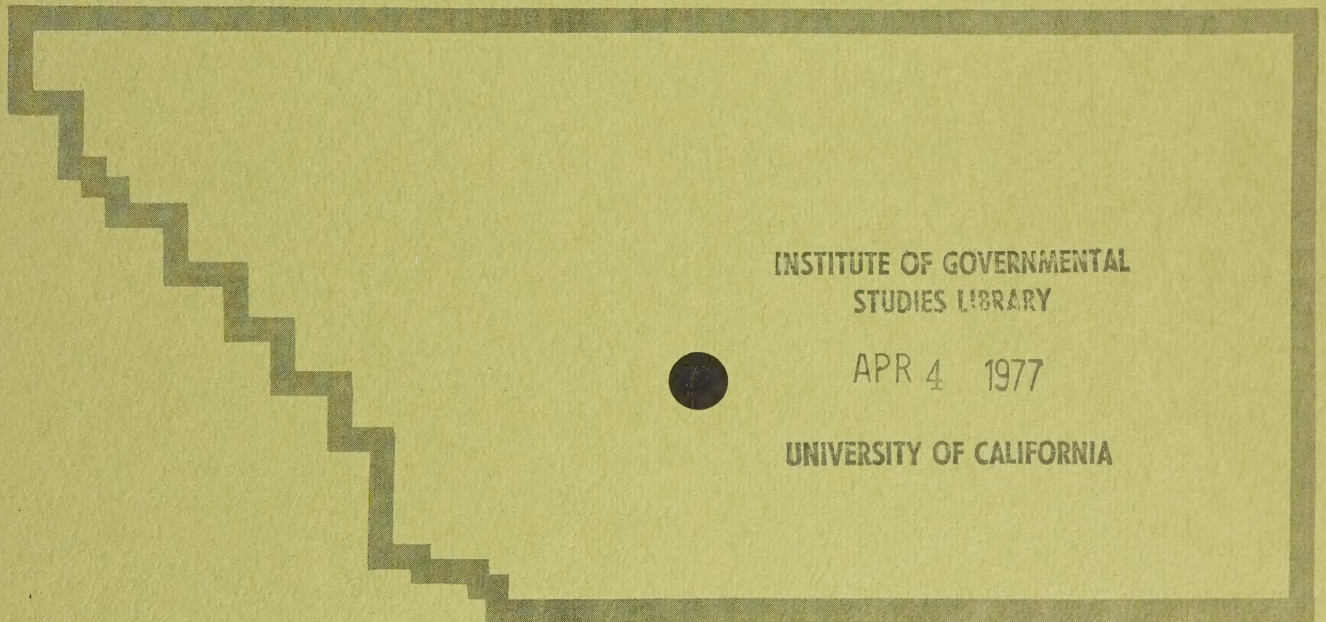


77 01463

CIRCULATION ELEMENT

of The ARVIN GENERAL PLAN



KERN COUNTY, CALIFORNIA

**HAHN, WISE AND ASSOCIATES
PLANNING — CONSULTANTS**

CIRCULATION PLAN
CITY OF ARVIN
KERN COUNTY, CALIFORNIA

THE PREPARATION OF MAPS AND REPORT WAS FINANCED
IN PART THROUGH AN URBAN PLANNING GRANT FROM THE
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER
THE PROVISIONS OF SECTION "701" OF THE HOUSING ACT
OF 1954, AS AMENDED.

ADOPTED
January 24, 1972

[Arvin. City council]
City planning Arvin
Streets "
Traffic "

HAHN, WISE AND ASSOCIATES, INC.
Planning Consultants
San Carlos, California

77 01463

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

RESOLUTION NO. 3-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN, STATE OF CALIFORNIA, APPROVING AND ADOPTING THE HOUSING ELEMENT, LAND USE ELEMENT, CIRCULATION ELEMENT, AND PUBLIC SERVICES AND FACILITIES ELEMENT OF THE GENERAL PLAN FOR THE CITY OF ARVIN

WHEREAS, the Planning Commission of the City of Arvin did present to the City Council their recommendation and approval of the Housing Element, Land Use Element, Circulation Element, and Public Services and Facilities Element of the General Plan for the City of Arvin, and

WHEREAS, pursuant to Government Code Section 65300 et seq., the said Council gave required notice and did hold public hearing on the 24th day of January, 1972, for the purpose of considering the adoption of the Housing Element, Land Use Element, Circulation Element, and Public Services and Facilities Element of the General Plan reports and maps, at which public hearing the Housing Element, Land Use Element, Circulation Element, and Public Services and Facilities Element of the General Plan were explained and reported upon; and

WHEREAS, said elements of the General Plan reports and maps are necessary for the sound future of community development, the preservation of community and city-wide values and the promotion of general health, safety, convenience and the welfare of the citizens of the City of Arvin; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The City Council does hereby approve and adopt the Housing Element, Land Use Element, Circulation Element, and Public Services and Facilities Element of the General Plan for the City of Arvin.

2. The City Clerk endorse and file a copy of report and maps, attesting to this Council's adoption;

3. A certified copy of said elements of the General Plan, reports and maps, together with a certified copy of this resolution, be delivered to the Planning Commission of the County of Kern.

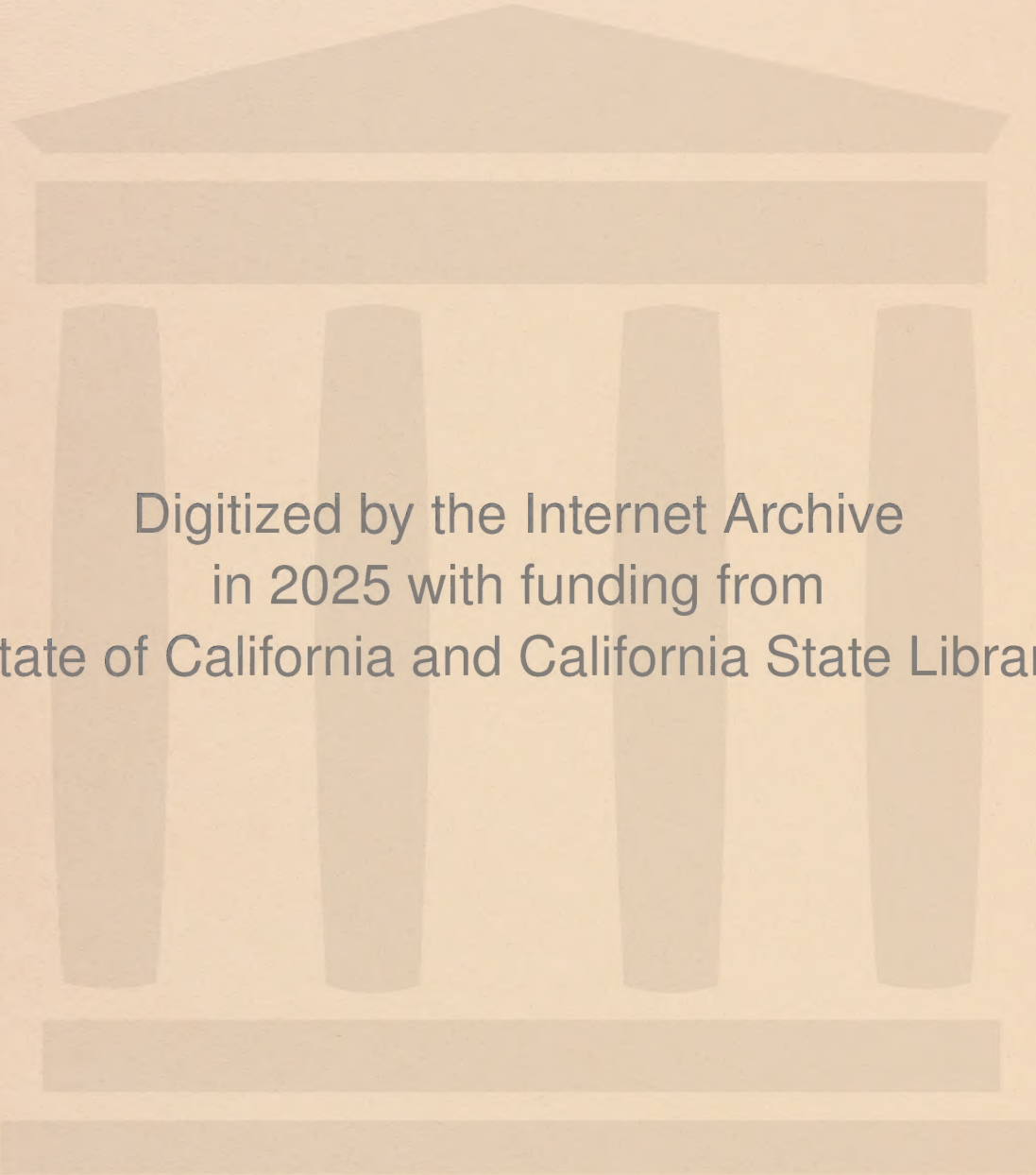
PASSED, APPROVED AND ADOPTED THIS TWENTY-FOURTH DAY OF JANUARY, 1972
BY THE FOLLOWING VOTE:

AYES: Fox, Giese, Nielsen, Ortiz, Smothermon
NOES: None
ABSENT: None

Elmer Smothermon
Mayor of the City of Arvin, California

ATTEST:

V. M. Collins
City Clerk



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C123318895>

TABLE OF CONTENTS

	Page
INTRODUCTION	1
AREA MAP	4
GENERAL OBJECTIVES	5
The Arterial System	6
The Collector System	8
THE CIRCULATION PLAN	9
Major Recommendations	9
Traffic Controls	10
Pavement Standards	11
Circulation Plan Diagram (General Plan)	13
PUTTING THE PLAN INTO EFFECT	14
APPENDIX	
Pavement Conditions	A
Traffic Controls	B
Average Daily Traffic	C
Population and Auto Circulation	D

CIRCULATION PLAN
CITY OF ARVIN
KERN COUNTY, CALIFORNIA

INTRODUCTION

The street pattern of Arvin, like the larger network of county roads surrounding it, is a grid-iron pattern oriented along north-south and east-west lines. It is a rigidly formal network, unrelieved by any significant departure from the shape of the square or rectangle.

The road system was not always uniform. Not until after World War I did the road network of Kern County begin to resemble the present pattern. At the turn of the century, there were few discouraging fences to guide the traveler away from his chosen path. Travel routes to Bakersfield from the many small surrounding communities were direct routes, unconcerned with property lines or legal right-of-way, intent only on delivering the traveler from one point to another in the shortest possible distance. These roads, which were really just wagon tracks, have disappeared now, victim of the plow, and not even the old maps show where they were once located.

Two developments accounted for the demise of these early roads. First, water was found not far below the dry topsoil. When pumped up and distributed along irrigation channels, it allowed the soil to support the intensive cultivation of certain fruits, vegetables and nuts. The cultivation of the land put kinks in the early roads as they were forced to bypass newly-planted fields.

The second development was the brainchild of Henry Ford. During this period of pioneer settlement, the horse was being supplanted by the Model T which, introduced in 1908, had become so inexpensive by 1919 that just about everyone could afford to own one. The burgeoning automobile traffic between the towns and Bakersfield required that new roads be constructed, wider and better shaped than the wagon tracks they replaced. These roads were built along section lines, as it was easier to avoid disputes with property owners than to bargain for transecting right-of-way. By the mid-twenties the road pattern was firmly established, and remains little changed today.

It wasn't until after the Second World War that the inefficiency of the county road system began to bother the road planners. The late Forties brought about a resurgence of automotive mobility that had been more-or-less quiescent during the depressed Thirties. The first Master Plan for Kern County was published in 1943, and even at this early date, road planners were proposing to change the grid-iron road pattern. The map for the Highway Plan was covered by a network of dashed lines running in oblique directions, indicating proposed new highways and roads. Almost thirty years later, most of these roads still remain as figments of the planner's imagination.

It is very difficult and expensive to alter a road system after it has been in effect long enough to establish patterns of land ownership and usage. This is the problem confronting Arvin. The City street pattern is basically a small-scale version of the larger County pattern, a patchwork of squares. There is a basic difference, however, and this is a difference of scale.

In planning for an area as large as the County, it is necessary to plan the road pattern to match destination requirements which are functionally related to the existing locations of towns. The towns themselves cannot be moved around the countryside.

Within a small area, however, the rules are different. The city limits of Arvin enclose a neat square mile, with a little extra territory on the northern edge of this square mile. If the street system cannot be changed to fit the town, the town can be planned to fit the street system. The way in which the town grows can be controlled by the existence of a sound General Plan, of which this Circulation Element is an important part.



ARVIN

GENERAL OBJECTIVES

A street system, to be effective, must be designed to accomplish certain objectives. Without intelligent guidelines, streets are likely to be haphazard in layout, and a poor circulation system can prevent the orderly growth of a community. The Planning Commission should periodically review the existing and proposed circulation pattern to ensure that the following objectives are being fulfilled. The Circulation Plan should:

- o Provide for the safe movement of vehicles within the planning area. The hazards of automobile travel can be minimized by proper placement of traffic controls. In addition to simple controls such as stop signs and speed limits, new streets can be planned to take advantage of the inherent safety of three-way intersections. Fast traffic should be segregated from slow traffic.
- o Minimize the cost of maintaining the street system. This is basically a problem of efficiency -- streets should be as wide as required for existing and contemplated traffic, but not wider. Paving improvements should be added in a logical sequence to improve traffic flow patterns and eliminate drainage problems.
- o Promote implementation of the Land Use Plan. The street system can influence land use by encouraging traffic flow to designated areas of desirable growth, and restricting traffic flow to areas reserved for delayed development or open space.
- o Beautify the City. A well-planned street system avoids repetitive dullness, provides diversity and character to the neighborhoods which it serves.

Collector Streets -- These are shown on the map as dashed lines. They form a network extending throughout all the neighborhoods of Arvin. Between the collectors are the smaller residential and commercial service streets. These are given no special symbolic treatment on the map. Traffic from the service streets feeds into the collectors, which in turn feed into the arterial or State Highway.

1. The Arterial System

The arterial system consists of two streets meeting at a four-way intersection. The east-west street is called Bear Mountain Boulevard; the north-south street is called Meyer Street or Campus Drive. The dual naming of these important arterials should perhaps be eliminated by the City Council. To avoid confusion in this report, they will be referred to as Campus-Meyer and Bear Mountain Boulevard.

The most important change to the existing circulation system is the upgrading of Campus-Meyer. Promoting this street to thoroughfare status creates the arterial framework of Arvin's circulation system. This street stretches for one mile between Varsity Avenue on the north and Franklin Street on the south. The Pavement Conditions map shows the southern half-mile to be in much poorer condition than the northern half-mile. Improving the entire mile to uniform standards is the major recommendation of the Plan, for the following reasons:

o To define a focal point. This is equally the most important reason, and the most intangible. Arvin's existing street system is a weak network of residential streets spread throughout the City without any major tie-in to a civic core. Existing commercial development is stretched out along Bear Mountain Blvd for almost an entire mile. The fulcrum of this development is in the vicinity of the intersection of Bear Mountain Blvd with "A" Street. What the commercial district plainly lacks, and what the Plan hopes to provide, is a well defined crossroads, or focal point.

During the formulation of this plan much thought was given to deciding where this crossroads should be located. The choice was obviously between Campus-Meyer or "A" Street. An "A" Street focal point was finally rejected, because this street divides the city into two unequal eastern and western parts, containing respectively three-fourths and one-fourth of the City's acreage. The 50-50 community division provided by Campus-Meyer is more appropriate.

o To build an arterial corridor into the residential district. The existing street pattern south of Bear Mountain Blvd. needs to be tied together by a well-paved, central arterial. This will facilitate access between the residential and commercial districts.

o To improve transportation between Arvin and its high school. The high school is more than a mile from the center of the residential district. Campus Drive, the northern half of Campus-Meyer, is already adequately constructed and maintained.

2. The Collector System

The network of collector streets shown on the General Plan map is a logical consequence of the proposed arterial system. With this pattern of collectors, no house is located more than 220 yards from a collector street.

In the commercial district the collectors are compacted to provide relief to the large volume of traffic on Bear Mountain Blvd. The average daily traffic figure ⁽¹⁾ shows that an average of 7200 vehicles per day use this street, or three cars per minute for every minute of the day. It is recommended that Fourth Street be designated a collector. ⁽²⁾ The Pavement Conditions map indicates the extent to which this will involve major upgrading.

- (1) Date for the average daily traffic figure was compiled during the calendar year 1970.
- (2) The pavement conditions shown are from a special survey taken during the month of February, 1971.

THE CIRCULATION PLAN

The preceding objectives will be assigned different priorities by different individuals; it is the job of the Planning Commission and the City Council to arrange the priorities in such a manner that conflicting objectives will be compromised, and scarce public money spent wisely. Arvin is not a wealthy community by California standards. In 1968 the median family income was \$4900, compared to \$8000 statewide. The Circulation Plan has been formulated to include only those improvements which can be implemented without squandering scarce funds.

A. MAJOR RECOMMENDATIONS

The General Plan map shows the street system proposed for development during the next twenty to thirty years. The major streets are categorized as follows:

State Highways -- Special importance is attached to Bear Mountain Boulevard, because as a State Highway it is eligible for special state funds for maintenance and improvement. It is by far the busiest of Arvin's streets (see the Average Daily Traffic Figure in Appendix E.), because it serves as the main artery for the commercial district.

Major Thoroughfare (Arterial) -- The solid black line running north-south through the middle of the General Plan map represents a major thoroughfare, or arterial. This street is intended to move relatively larger volumes of traffic than the streets which feed into it. The arterial distributes and collects traffic to and from the network of collector streets.

B. TRAFFIC CONTROLS

The arterial and collector system as proposed in this Plan requires installation of comprehensive traffic controls. The Traffic Controls map shows the existing locations of the stop signs. Deployment of the arterial and collector system is going to require the installation of additional controls, and the removal of some of the existing stop signs. The criteria for these alterations are quite simple.

- o Where an arterial crosses an arterial, install a four-way traffic signal. This occurs only in one spot -- where Campus-Meyer crosses Bear Mountain Blvd.
- o Where a collector crosses a collector, install a four-way stop sign. There are three such intersections shown on the General Plan map:
 - a. Haven Drive-Walnut Street
 - b. "A" Street-Haven Drive
 - c. Franklin Street-"A" Street
- o Where a collector meets another collector in a "T"- intersection, install a stop sign on the joining collector, but not on the through collector. There are eleven such three-way intersections shown on the map, four along Sycamore Road, four along the Tejon Highway (Derby Street), one at the intersection of Franklin Street with Walnut Drive, and two where Fourth Avenue meets "A" Street in an offset intersection.

- o Where a collector meets an arterial, install a stop sign on the collector.
- o Where a service street meets an arterial or a collector, install a stop sign on the service street.

C. PAVEMENT STANDARDS

To be most effective, an arterial-collector street system should be built to uniform standards, with the arterials being the wider and better paved, the collectors slightly less wide, but adequately surfaced. The standards listed below are suggested goals for the eventual full deployment of the Circulation Plan.

Arterials

The base and pavement of the arterials must be selected for maximum durability to obviate frequent repair. As a minimum standard, it is recommended that arterials be constructed over a 6-inch rock-aggregate base, covered by 2 inches of Type B asphalt-concrete. The width requirements are greater in the commercial district than in the residential district.

Commercial Arterial:	4 traffic lanes each 12 feet wide	48 feet
	2 parking lanes each 8 feet wide	16 feet
	<u>TOTAL WIDTH</u>	<u>64 feet</u>

Residential Arterial:	2 traffic lanes each 12 feet wide	24 feet
	2 parking-turning lanes each 10 feet wide	20 feet
	<u>TOTAL WIDTH</u>	<u>44 feet</u>

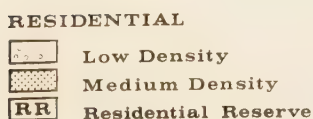
Collectors

Ideally, collector streets will be paved to the same standards as the arterials. This is especially true of the commercial collectors, which must withstand a lot of general abuse. In the residential areas some compromise can be allowed. The rock-aggregate base may be of lesser thickness, but the blanket coat of asphalt should still be at least two inches thick.

The minimum recommended widths for collectors are as follows:

Commercial Collector:	2 traffic lanes each	
	12 feet wide	24 feet
	2 parking-turning	
	lanes each 10 ft	
	wide	20 feet
	<u>TOTAL WIDTH</u>	<u>44 feet</u>

Residential Collector:	2 traffic lanes each	
	12 feet wide	24 feet
	2 parking lanes each	
	8 feet wide	16 feet
	<u>TOTAL WIDTH</u>	<u>40 feet</u>

Arvin High School 

Unit# / Acres

4-6

8-12

 Retail
 Heavy
 Office
 Shopping Mall

	High School
	Elementary School
	Existing Park
	Proposed Parks
	Other
	Name

	Industrial
	Agriculture
	Church
	Parking

PUTTING THE PLAN INTO EFFECT

The circulation plan described in this report is an ambitious undertaking, involving major paving improvements, and deploying extensive traffic controls. The cost of implementing the entire Plan cannot be sustained by one year's budget. It's going to be several years before some streets in the Plan will be required; others are needed now. It is important, therefore, that the improvements be arranged in order of priority. This is the ultimate task of the Planning Commission and the City Council. The following observations can serve as guidelines in this assignment.

- o Traffic controls are comparatively inexpensive. Many of the benefits of an approved Circulation Plan may be realized immediately by installing stop signs, or relocating existing traffic controls.
- o Paving improvements should be extended in unbroken succession from a common starting point. Little value is obtained from "piecemeal" paving until all the pieces are tied together. Piecemeal construction is fine for the coordinated effort of building a major highway, but causes nothing but trouble when applied to smaller-scale civic improvements.
- o Conflicting priorities can often be resolved by consulting the Land Use Plan. If traffic counts don't indicate which streets should be paved first, street improvements which will have the greatest effect on implementing the Land Use Plan should be given preference.

APPENDIX A

PAVEMENT

CONDITIONS

43/50/-

CITY OF ARVIN

KERN COUNTY, CALIFORNIA

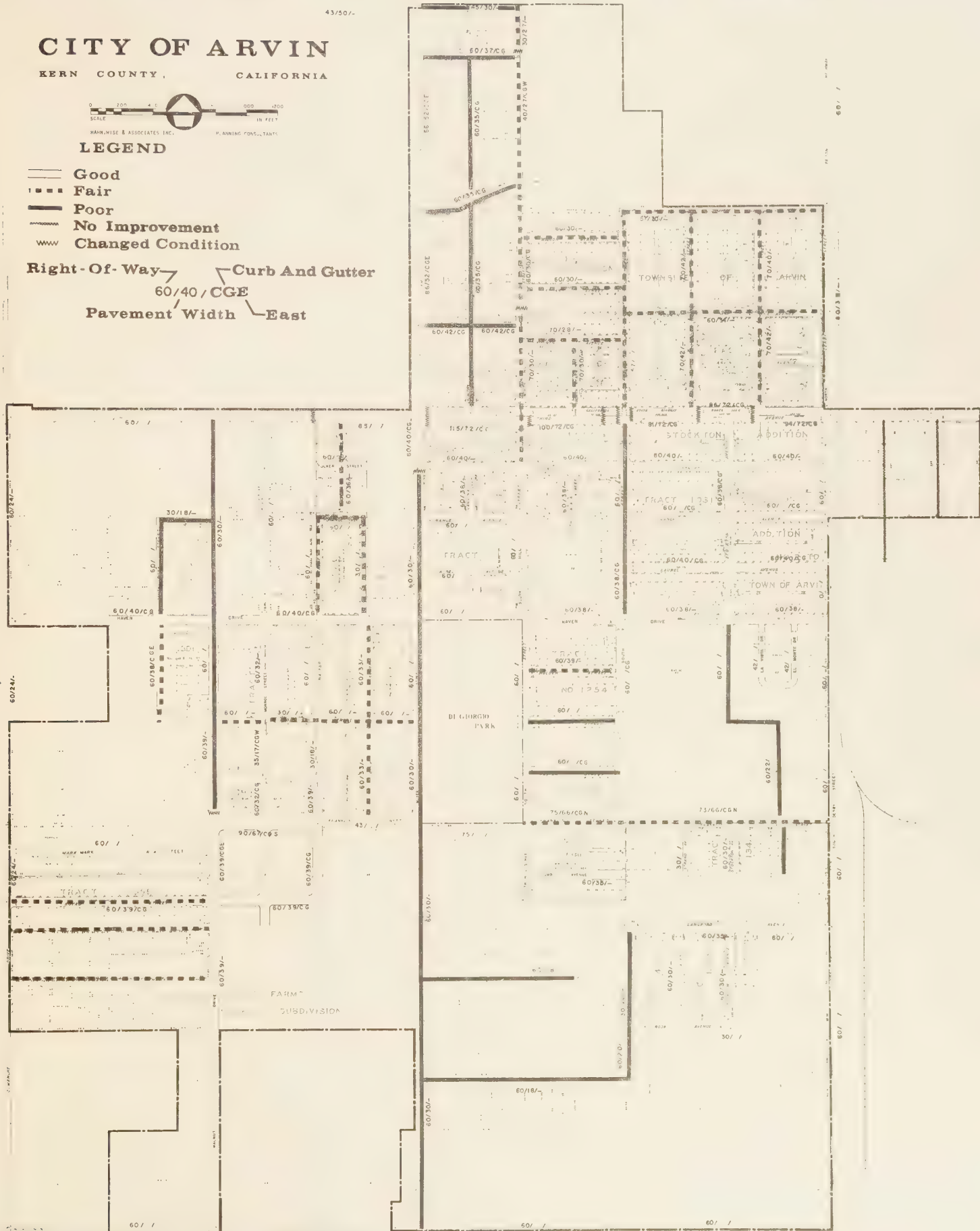


HAIN, WISE & ASSOCIATES, INC. PLANNING, ENGINEERING, ARCHITECTS

LEGEND

- Good
- - - Fair
- == Poor
- No Improvement
- www Changed Condition

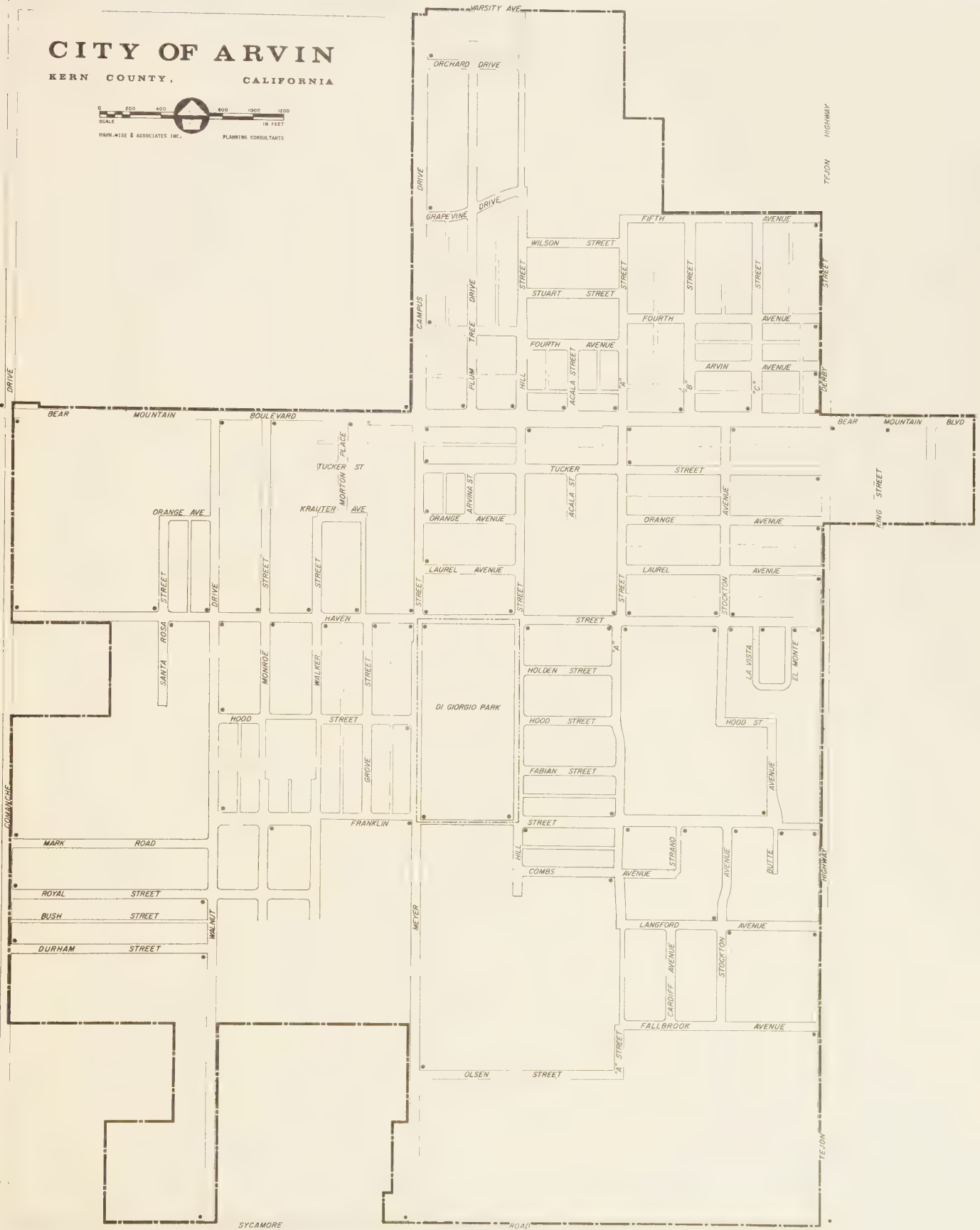
Right-Of-Way — Curb And Gutter
60/40 / CGE
Pavement Width — East



APPENDIX B

TRAFFIC CONTROLS

CITY OF ARVIN
KERN COUNTY, CALIFORNIA

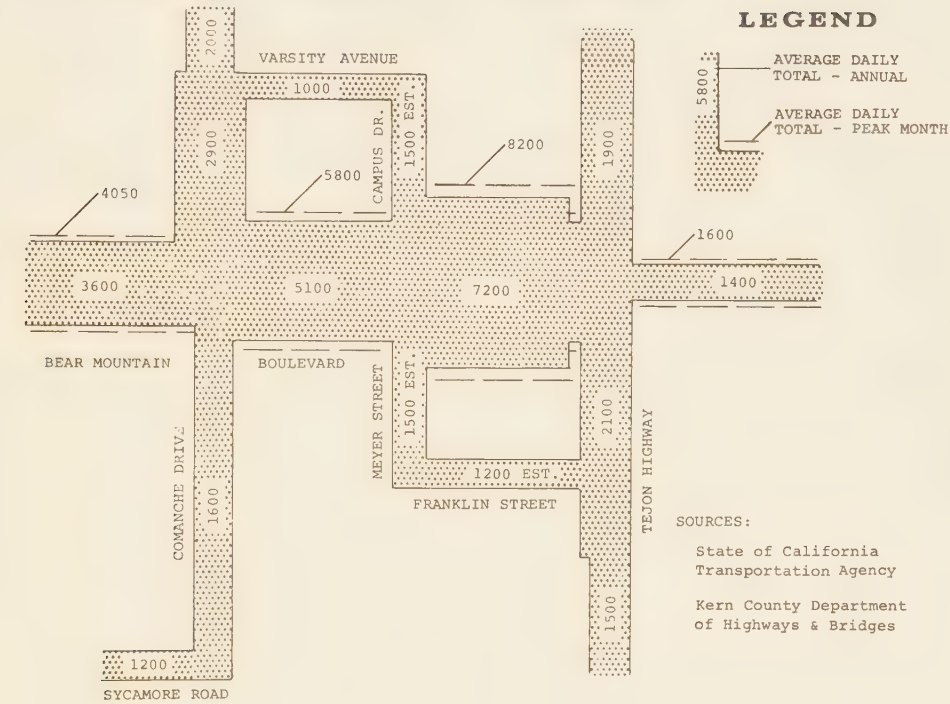


LEGEND

- **Stop Sign**

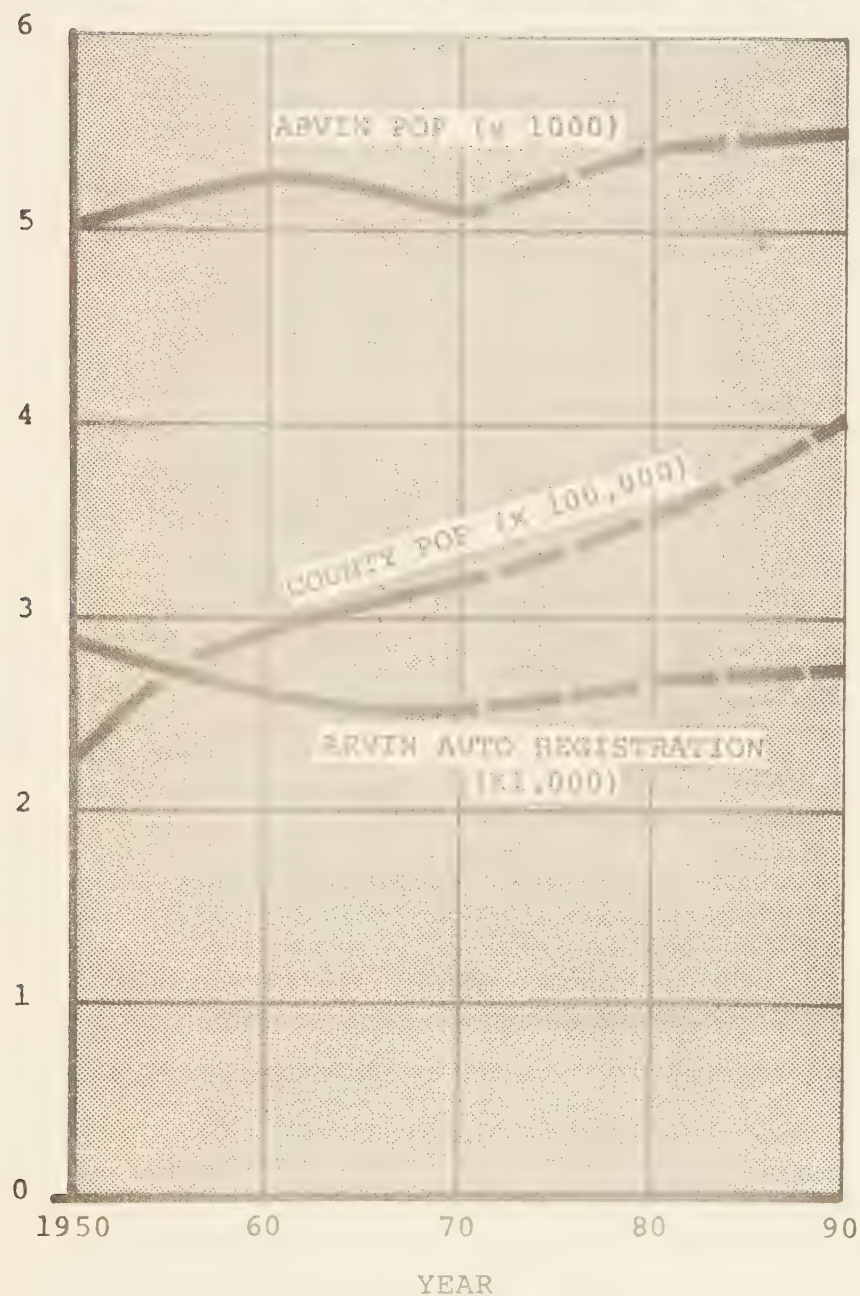
APPENDIX C

Average Daily Traffic



APPENDIX D

POPULATION AND AUTO REGISTRATION



Source: Calif. Dept. Of Motor Vehicles
Calif. Dept. Of Finance
Hahn, Wise & Assoc. Inc.

71 01463
U.C. BERKELEY LIBRARIES



C123318895

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720

